

*I'm Lorraine Simpson, I'm interviewing Dave Carter for the Kirkgate Calling Oral History project. It's the 24th April at 2.55. Thank you for coming Dave. Can you just tell me a little bit about yourself?*

Right. I was born out in Crigglestone, a small village about four miles west of Wakefield. I grew up there but Wakefield was always the major town we went to, to shop and get things and such. Later, when I left school I got a job in Wakefield, well, Horbury Junction and then later worked in Wakefield, later joining the railway down at Belle Vue off Doncaster Road as a locomotive fitter, an apprentice locomotive fitter. And, as such, yes, I suppose I had quite a bit of involvement in that part of the world and Kirkgate itself, at the time, was a vital, active part of the city of Wakefield. There was no end of shops, cinemas, banks, pubs without number which were all active and everything was going on there. You could buy anything from shoes up to hats, jewellery and anything in between. On Kirkgate alone, which is rather different to what it is now. I think when the roads were widened from an ordinary carriageway to a dual carriageway, that took out half of Kirkgate for a start and I think it's taken a long time to recover from that. It's maybe coming back a bit but we need a lot more effort and work in that area. Actually working in that part of the world, I finished off my apprenticeship on the railway and as such, as apprentices we were sent round for six months in different depots to gain experience in different types of work and periodically we had to go into the main offices in Leeds for an interview with the training officer that looked after apprentices and such things, and the final interview was when you'd finished your apprenticeship and were deciding what was going to happen next. In my case, I went in and the boss said yes, we've had good news from the technical colleges, good news from the depots about your progress. However, he said, the bad news is there is no vacancy in the Leeds area for a fitter at present. So he then went on to make me an offer of three options which was, leave the railway and come back when something cropped up or b, there was a vacancy up in Gateshead which is Newcastle which I didn't really fancy or c, work in the wagon shops in Wakefield and I would be there, again, until something cropped up, so I went for option c. It wasn't a brilliant job, I wasn't over the moon about it but it was better than nothing. Now one Saturday, just after Christmas I was stood on Kirkgate Station waiting for a train to take me up to Todmorden. So this was a Saturday tea time and the train before came in, it was a Leeds Sheffield train. Everybody got on, got off the train, the train doors closed, the train went out and on it's way out over the junctions which were quite complicated point work, it derailed. And I could see it sort of going up and down and when it finally stopped, because it had gone through some trailing points, everything was back on the tracks except the last coach. So, I watched the station staff, they turned out and got everybody out of the back half of the train, waked them forward, put them in the front half, uncoupled the two bits and got rid of the first half, gone. So that left a train, derailed, on the front line so, as you do, I went to have a look at it. And decided there was a bogey off, four wheels off. The next thing that turned up was the boss from the local diesel depot that I really wanted to work at, who said, have you had a look at it. I said yes. He said are you going to have a go at getting it back on with me? And I said well, where's your breakdown gang and he just said, sods won't turn out and I though well that's strange and when I looked at him he's got a bow tie and a frilly shirt on and I though well you don't turn out for such jobs dressed like that. So we got organized, got some scrap packing and a shunt locomotive and I drove the DMU, he drove the shunter, and we got it back on. Shortly after that, the big boss, the divisional maintenance engineer from Leeds turned up and he came in the cab and he said, by which time I'd driven this unit into the siding which, if you'd have done that now you'd be crucified, and, so the boss said 'Jim tells me you helped him clear the main line' and I said, yep, that's right. And he said good, good jolly good. 'Who's your foreman?' So I told him and he said right I'll tell him to book you in for a Sunday which was quite lucrative for a couple of hours work. And then he said, is there anything else you'd like? And it's not often I think fast but I said, well actually I would like to be a fitter at Healey Mills which is a depot out west of Wakefield, towards Dewsbury. And within the month I was working at Healey Mills. So that caused a bit of consternation with the rest of my workmates there so I said what happened on that Saturday and they said well, it was the annual dinner for the breakdown gang, derailment gang and the boss had chanced it, he hadn't taken them off call. This thing had happened, they'd rung round and tried to get them to turn out, they were all getting toshed up for their night out and they'd all said no, we're not turning out. (Laughs) But however, the boss did turn up at the meal, a bit late but he overtook them and he stood up and gave them a good talk about reliability, dependability, involvement,

commitment and such things. But that was quite good so it's an ill wind that blows no good. So that part of Kirkgate certainly helped me in my career but had that not happened, things might have gone quite differently, so that was one. I think Kirkgate Station was, now it is purely local services although Grand Central stops there and travels directly to London from Kirkgate again, which used to be the case before. And a long time back, when I was still a schoolboy, the school I went to used to have the Friday before the rugby cup final off because they used to go on an organized trip to Wembley which I hadn't done. So I was helping my father at work that day and one of the shunters came in and said 'Why aren't you at London?' and I said, well, no ticket. And this shunter said well I've got a ticket but can't go there, but if you can get yourself there you can have it and he went on to say they're doing cheap excursions from Kirkgate so for twenty seven shillings and sixpence which is now one pound, seven and a half new pence I got an excursion to St. Pancras and back which was quite cheap. Considering recently my wife and myself went down on a train and she decided she would have a packet of crisps that cost one pound ten pence and I pointed out to the trolley dolly that my first trip to London had cost less than her packet of crisps. When I said it was twenty one and sixpence it was lost on her, it went over her head and she knew nothing about that. But, yes, Kirkgate was, even as kids when we were train spotters, there was actually far more activity on the railway in Kirkgate than there was up at Westgate. There were far more trains moving about, certainly a great amount of freight moving east, west, and if you wanted to see things, that's where you went. Now there was also some trains came up on the east coast from Kings Cross to Doncaster, to Wakefield. But before Wakefield they forked right at what we call Hare Park, they came through Kirkgate, stopped, and the train in Kirkgate Station would split, so the main train would go up the curve to Westgate Station and Leeds Central and the last three or four coaches left in the station, tank engine would back onto them and take them up to Halifax or Huddersfield or further up the valley so people in those parts got a service that they didn't get until Grand Central came back in on the act. So yes, it's good to see the station being renovated.

*Can you remember what it looked like?*

Before?

*Yes, before it started deteriorating.*

Oh, yeah, well, I say deteriorating. A long time back when we've had numerous bosses on the railway, and one of which was a chap called Sir Peter Parker who was quite good and one of his phrases was the 'crumbling edge' of the system. And basically that's what was happening. The railways, like a lot of utilities, were being starved of funds and investment and the maintenance, cash, wasn't there to keep them up to scratch. And repairs that were being done were literally bottom line, minimum amount of money that was being spent on it such that it sort of kept the rain out and that was about it. It didn't look very aesthetically pleasing, certainly not what the original people would have thought about that built it. And I'm quite heartened that they actually found money to do it which is difficult. I'm not going to say British Rail wouldn't have done it; if British Rail would have had the sort of money thrown at it which we have now, then maybe it could have happened but that's all down to politics.

*So in the sixties then, what sort of a state was it in when you were aware of that area?*

Well, historically, how can I put it? What you cannot do is separate the railway from the historical, political events in the country. So World War One was a big hiccup in the system that altered the way things worked, wages increased drastically, the eight hour working day came in, things like this so the railway system was never as economic or profitable as it was before World War One. And then between the wars, things sort of bumbled along, the railways were grouped into four big groups so the Lancashire and Yorkshire railway became part of the London, Midland and Scottish railway. World War Two started so again the railways, under the Defence of the Realm Act came under the control of the state and any thought of building new carriages, maintaining buildings and such just got kicked into touch. It was all hands to the pump to shift troops, materials, whatever. Again, by the end of World War Two, the railways were in a pretty desperate run down state; they'd

had years of carrying much more traffic than they usually did with little or no maintenance and not even the staff there to do it. So they were in a pretty ramshackle state. And the Labour government nationalized the railways among a lot of other utilities which probably was the best thing to do at the time, to bring them under state control. The state never really came to grips with the idea of a utility or public service and they still had the idea that they were private companies and that they should make a profit and pay for themselves which I don't think ever happens. If you go anywhere in the world, not many railways make a profit as such. So it sort of dwindled slowly. Kirkgate, as it was, was an active station so it had three signal boxes. Wakefield West at the junction going up to Kirkgate and Westgate Station. There was Wakefield Kirkgate box which was actually built like a balcony over platform one in the centre and at the west end was Wakefield East at the fork with, and there were three big boxes carrying a lot of movements through the railway, so it was quite a complicated railway. Between the two platforms, you'd got four tracks with scissors cross over so trains could come in and out of wherever and there were certainly two tracks on the outer of platform three on the grain warehouse side so there was lots of things moving about there at all times. In fact, it was that complicated that the platelayers, the track repairers have what we call a look out and these are chaps that when they've got their heads down actually working this is a bloke who is looking round for their safety. And because it was quite complicated, the chap who was on the lookout had quite an onerous job. However, he also had asthma, so he knew where trains were coming from and where they were going and so forth, but he couldn't blow the trumpet; he had an assistant trumpet blower and he'd say 'right, blow it now!' And there are lots of things that, how can I put it, you wouldn't, you just wouldn't do now. Under the current set up it just wouldn't happen but this was a carry over of lots of practices that used to be. Kirkgate Station and the area was powered by hydraulics. If you go back far enough, before electrics was a common feature in towns and cities, companies had to provide their own source of power for things like lifts, cranes, capstans to pull things round and that but it was done with hydraulics. So down near the Hepworth car park now, there used to be a hydraulic power station and that used to provide power even for things like lifts that took people down from platform one, under a subway and brought you up on platforms two and three. I can remember my sister with a pram who had a child who used to live in Featherstone and she changed platforms from one side to the other, it was in that self same lift. It was quite ancient and it just relied on two big cylinders that were filled with water when you operated valves for it to go up and down. So, all that's gone. I think the platform's just filled in, there's no sign of that there unless you knew where it was. But now, all that's been replaced, we've now got a nice glass footbridge to take you over which I think is a good thing. Certainly in the sixties, the decline started when, under rationalization, Wakefield, the city of, had quite a few catalogue warehouses, Grattan, Empire Stores, people like that so the plan was that Westgate would become the main station for Intercity passengers and Kirkgate would deal with things like local services and parcels. So the original flight of steps that used to be at the west end of the station were dug right out and made into a long ramp at either end so electric tractors could take parcel trolleys underneath and up the other side so that's why you've got such a great long track there. The building itself was quite large in relation to the size of the station I suppose but that boils down to the fact that it was actually a joint station in that, originally it was built by the Lancashire and Yorkshire railway with some quite mediocre facilities and later, in later developments of the West Riding railways it also became part of the main line from London Kings Cross to Leeds. So London/Leeds trains were running through there, worked by the Great Northern, so it then became a joint station between the two. And about that period in the 1850s the present day stone building was built, so because it was a joint station there are facilities for the L&Y and the GN, part of the facilities was also domestic accommodation for the station master on site which was the building right on the Westgate Street end, the west end of it. And in those days people felt the need to separate ladies so they would have separate ladies rooms from common waiting rooms and where to keep the various classes so we had first class, second class and third class. And you couldn't have the first class being sullied by the proletarians in the lower orders. So that's why you get a building that size. Plus I do think that a lot of commercial officers were sat there who dealt with , were dealing with cartage, freight movements and so forth that was dealt with from that part. And it did also have quite a big goods depot which was just to the east end of the station underneath what used to be, well there was a hospital up on the top wasn't there? So, you know, there was a lot of action going on round there, one way and another.

*You talk about the engine sheds. I don't know anything about what an engine shed does. Is it basically the maintenance of the engines?*

Yes, when it comes to talking about the engine sheds; when the railways were nationalized we largely followed the London, Midland and Scottish way of managing things and they had what we call districts, so there was actually a Wakefield district and all the engine sheds in that district were numbered fifty six, so that was the district number. And Wakefield was fifty six a, Ardsley was fifty six b. Fifty six c was Leeds Copley Hill, fifty six d was Mirfield, fifty six e was Bradford Low Moor, fifty six f was Sowerby Bridge so all these towns also had smaller sheds which came under the control of the same district. So just like motor cars, anything has to have regular examinations and steam engines were no different. So a lot of the trivial jobs would be done out at places like Mirfield and Sowerby Bridge and so forth. But for the bigger jobs which involved more stripping down examination, repair work these things would come into Wakefield to the main shops who would also be doing day to day tasks as well as more involved exam work. So it was quite a big depot and certainly on the Lancashire and Yorkshire Railway it was the second biggest depot of anything that the L&Y had and there were something like two hundred locomotives based there at the time of the First World War so it was quite a busy place with a lot of things coming and going. What you've got to think about also is, just south of Wakefield was Crofton and Crofton was a sort of marshalling yard for all the pits feeding the Dearne Valley which was a line that ran right south to Doncaster so all the coal that came down, hauled by engines from Wakefield were sorted there and it either went east to Goole for export in ships or it went west to Lancashire to the mills, factories whatever where they were burning Yorkshire coal because it's far better than Lancashire coal. To quote Arthur Scargill 'well he would say that wouldn't he?' (Laughs)

*You mentioned earlier about some of the characters you worked with, that you could remember at the engine sheds?*

Oh gosh. They were, what was different, I actually joined the railway from having worked in a car garage. And working in a car garage, people were largely unskilled component changers. Whereas work on steam locomotives was quite different, very little was thrown away, everything was reworked, remachined, reused and it was quite good. Plus these chaps had been doing this job, some of them, for fifty years. They didn't need a foreman. They just turned up, knew what they'd got to do and got on and did it and it was quite a thing really. I joined the railway and the foreman on the first day said you're in the machine shop son. The machinist, as I would have done later as a tradesman, you get an apprentice dropped with you, you asked him questions to find out who he is, where he comes from and so forth. And after he'd found out that my father had lodged at the same house that he grew up in, it was rather like joining a big family. And Harold the machinist, showed me round to all these different people, this is Dave Carter and his dad was so on and so forth. And having, when you looked at the railway, it was as if people in Wakefield knew people in Sowerby Bridge, people in Low Moor, they knew people all across the system that were doing similar jobs to them that were keeping the railways running and it was very much, very similar to a family. That you might have relations in different towns, yeah it was good that way. And most of them, they nearly all had nicknames of some sort, all sorts of obscure, I mean one was called the Duke because he always went round in wellingtons. (Laughs). Never wore safety shoes. Another chap was called Papoose after the Indians because he liked to be carried round, he'd rather have other people doing the work rather than doing it himself, and so forth, yes. The chap I worked with, a machinist, he was quite good at what he did but his problem was, he could never turn up at 7 o'clock in the morning which was the start time. He would turn up at anything up to 9 o'clock but having started he would then work furiously, it was a bit like a conjuror keeping all the plates spinning at once. He'd be working on one machine, setting it up, what's that, right, next machine and he'd watch a shaping machine doing another job, then onto a third, I've seen him with four machines running at once, running round from one to the other. And someone said 'if he just turned up at 7 o'clock he would have to do all this carry on, he'd just work normally. And I think the management just sort of thought, well, fine, he works like that, the job gets done and I think things were a lot more flexible in those days. How shall I put it, one thing that did happen, I was there at

Wakefield at the very tail end, in it's last year, Wakefield shed as it was shutting, and absolutely brand new gleaming diesel locomotives were turning up stood alongside absolutely filthy, grimy, worn out steam engines, but the big difference with steam engines and diesel engines is that diesel engines had a lot of complicated technology that steam men simply didn't have. They'd been on some training courses for some aspects of diesel locomotives but you cannot beat actual practical hands on experience which takes time to acquire. We'd had one of these new diesels that had turned up which had failed and they'd been three days at it and couldn't get a result. And somebody, a technician came out of the York headquarters who took about three minutes to go to the fault, find it, sort it out, and as one of the older chaps said, with steam engines it takes about three minutes to see what's wrong and about three days to do it, and with these diesels it takes about three days to sort out what's wrong and about three minutes to fix it. (Laughs) Which is, there's a bit of truth in that. I mean the same chap, Jerry Wolfenden, used to live up behind Queen Elizabeth Grammar School. He was a decent sort of a chap and I was his apprentice with him one day and the Yorkshire Pullman had failed in Westgate Station with a diesel on the front and to get there from Belle Vue, up through Kirkgate, what do you do? You get another locomotive, one of these heavy, dirty, filthy coal engines. So we rolled up to Westgate on this engine, got out, had a look round. Couldn't sort the thing out, couldn't sort the problem out so the next best thing was to couple the old steam engine on the front and drag it off to Doncaster and hope that by the time you got to Doncaster that somebody could sort something out and come up with a suitable solution. So, you could do that in days when it was one big system, you cannot do it now when everybody paints the trains in different colours. So Northern would have no chance at all of asking Virgin East Coast to sort a problem out, it just wouldn't happen, so, there we go. If you go back far enough, I'm now looking at the map of the Kirkgate area. At the west end of the station there was a hydraulic lift which took freight wagons down onto the lower level of the canal waterfront, and there was a network of tracks. They had no locomotives, but all the wagons were moved round with ropes with hydraulic capstans, so that's what the hydraulics were doing. And at the other end of the station on the Pontefract line, there was an incline that came actually down, dropped down, a quite steep incline, brought the railway down onto Calder Vale Road and that served a number of industries. Edward Greens, Eddie Green's Economisers was one of the biggest ones, but there were boiler works, steel barrel works, glass works, chemical works, all manner of things down there that were all served by the railway by shunters off Wakefield shed. So it was quite an involved place. Also in the triangle at the west, east end of the station was the carriage sheds and in those days they did have carriages literally sat about spare. So if a train, if the station master thought that the train was overloaded or rather full, they'd pull one or two more coaches out and strengthen it which just, again, doesn't happen these days. We just don't have the rolling stock spare. That was also used by the operating people who were keen on running excursions. If they could think of a reason to take people to places that they might not have thought about, whether it was Blackpool, Scarborough, mystery tours, tours to Yorkshire Show in Harrogate or whatever, they would pull a, put a train together, advertise it on flyers and fill the train and earn extra money through excursions which is another thing that you can do if you've got the facilities. So, there we go, is there anything else you want to know?

*You talked about it being like a big family, feeling like a big family, as I understand it from the little bit of research I've done, historically you go in as an engine cleaner, then move to a fireman then move to a driver?*

The drivers did.

*So the drivers, did, was there a hierarchy there?*

Oh yeah. How can I put it? Down at Wakefield shed it was a case where the whole lot were mixed up together, drivers, firemen, cleaners and the people that maintained them, fitters, boilerSmiths, labourers, all worked on the same site. If you look at it now the people in Leeds (unintell) who maintain trains are miles away from the people who actually drive them. So you don't see the people. Now, the problem is, drivers will always make out that they have a long apprenticeship with being a cleaner, then being a fireman, then becoming a driver. At the end of the day, they're still

unskilled labour. Whereas tradesmen, fitters that maintain the thing are actually proper apprenticeship served and have a piece of paper at the end that says this chap has completed an apprenticeship in fitting, boilersmithing, whatever. And there was always a bit of animosity between the two sides because the tradesmen didn't get paid as much as the drivers when they finally got on the top rate. The drivers always maintained they were a cut above the rest, so to speak, there was a lot of snobbery if you know what I mean. But, yeah. Certainly Wakefield drivers worked all over the place, they went right over to Liverpool, Manchester, Preston. They certainly worked at Blackpool on excursions. On the east coast, they went to Goole, Hull, York, all these places were, Sheffield, they'd go down as far as Sheffield so it could be quite a big area geographically. And part of the deal, apart from actually gaining skill, learning how to drive a locomotive, they had to have what they called route knowledge, which in those days I think, was quite complicated. They had to know what signals related to what tracks, and yeah. These days they've got power light signals with indicators and even I can understand that, it's quite simple. But yeah. As an example (laughs) there was a pair there, two, a driver and a fireman who were big buddies, always went out together, drunk together on a night and so forth. And they'd had an offer of a trip to Cleethorpes. And the driver said, well I don't know the road to Cleethorpes and the fireman said well I do, just sign for it and we'll do it. So they set off, however, unfortunately before the actual day of the excursion they'd had a fall out and they got as far as Stainforth where the driver knew where he was going and he said well which way do we go now? And the fireman said 'your're the driver pal, I'm just shoveling coal'. And he was stopping and getting down at signal boxes to say 'Am I on the right road for Cleethorpes? Which was a bit embarrassing. And it gets worse than that. Because you take something like Preston to Wakefield. If you were driving on the M60, M61, M62 you'd be here in an hour and a half, done. Whereas on a freight train in those days, back in the early, in the fifties, it would be a shift's job to get from Preston because quite often a lot of freight trains got put into loops or sidings while other traffic went past so it could be an eight hour job to get there. And the bigger depots like Wakefield had what they called lodging houses so the footplate crew would work in, the shift would finish, they would get eight hours, a meal and eight hours sleep or whatever. I don't know how they ever slept, on an engine shed with hundreds of locos moving about but that's how it goes, and work back home. Now, one couple from Lostock Hall, which is near Preston, had worked in. The drivers were always older men, in their middle fifties and onwards and the firemen obviously were younger blokes at nineteen or in their twenties, and because it was a lodging house, they also had ladies that did the domestics, the beds and so forth. One of the Wakefield ladies who did the beds did more than that, she entertained this fireman when he should have been asleep recovering, she wore him out totally. And when he actually got on the locomotive to go back, he collapsed and fell down. (Laughs). And they had to do what they call put a relief on to cover them and he went back on the passenger train on the cushions as the footplate men would call it. So all sorts of things happened around there. I mean I don't think you'd have such things happening now, it just wouldn't. In today's sort of politically correct set up. But I sometimes think, I look at programmes like Last of the Summer Wine and I think it's too daft to laugh at, but, every day going to work you could see fifty year old blokes doing stupid things. I mean as an example, they knew one of the chaps was frightened of snakes, and all the fitters had what we call a tool locker, which is a big steel locker, with a wooden door that opened. And most of them had got a horizontal bar that they would put their spanners on. And they'd found this dead grass snake, so they thought if they could tie some cord round it's neck, put it in the bottom of this bloke's locker, bring the cord over one of these bars, and tie the other end of the cord to a hook on the back of his door and sit back and watch. Donald turned up, opened his door and this snake sprung up at him and he slammed the door. And opened it again and the snake jumped up which they thought was hilarious but he was quite upset about this.

When it comes to an emergency on the railway they have what they call detonators so if a train is in a derailment, blockage or whatever, the guards have small circular detonators that clip to the rails with explosives so that if another train runs over them they bang and it alerts the driver that there's something amiss. Some of the fitters used to walk round the roof of the shed dropping detonators down stove pipe chimneys. So you'd have people sat round the stove, trying to warm up, when the thing would simple go BANG. And it was, as I say, you know, now, I think with the

health and safety regimes we run under now, they'd probably be in court; if not in jail, certainly out of a job. It was quite amusing at the time, provided you weren't at the receiving end. Yes.

*What about the area, do you remember any of the area around the station?*

Mmm. Immediately round the station? Well the pub nearest is the Wakefield Arms, as was. And I believe that was one of the first buildings built with Portland Cement wasn't it which was the man on the doorstep, Aspinall had been developing. So the immediate area around. Park Street used to run straight out into Kirkgate so there was lots of side streets which came out into Kirkgate which, well there just wasn't the amount of traffic moving about. You didn't have to sort of take your life in your hands to drive out into Kirkgate as it is now. So I suppose yes, things were easier from that aspect. Kirkgate itself, what else can we say about Kirkgate? Well, that's Park Street, I mean it's William Street now they come out into, don't they? I mean, the other thing, quite straight opposite, was Ings Foundry, which was a brass foundry. I used to actually go there and buy pieces of brass. I was a bit of a model engineer. And I used to go in and I thought it was a very nefarious activity. The chap used to look round in the stores and, 'do you want a receipt? No. Right well. I think it went into his whisky fund. I don't think it went anywhere near Ellis's accounts. Further up Kirkgate there used to be a side street called Sun Lane which was the swimming baths which, as youngsters we all used to catch the train in, walk up Kirkgate, go to the swimming baths, into the café, then come back down and catch, having watched, done a bit of trainspotting, catch the next train back out to Crigglestone and that would be a day out. What else can you say?

*It's interesting the number of malt houses.*

Well that's true. That reflects a number of factors. The fact that east, well all round Wakefield, there was a lot of cereals grown, which is one aspect. But to turn, it's barley isn't it that they turn into malt. You then need coal, a fuel, but not all coals are suitable. Some coals have got arsenic in them, some coals have got various other trace elements. Rather like all Hoovers are vacuum cleaners, not all vacuum cleaners are Hoovers. You've got to be selective, so some coals so some coals are suitable for malting and some are not. So if you go back far enough to the days when we used to have lots of private, what we call private owner wagons that were own by collieries, coal agents and such, all the lettering on the side, quite a lot of them would say all the various uses their coal was suitable for, one of which would be malting. Certainly I know from going round with the Wakefield Historical Society, there were dozens of malthouses on the waterfront on Thornes Lane and nearby. There was also at, coming in, in this direction, was Clarkson's tramway, or railway, wagonway, which brought coal down from the Wrenthorpe area. Again, before the main railway was built, that used to literally bring stuff down to the canal wharf for onward shipment. And in later years, when, do you see that track leading in there? In later years instead of going on the canal, it fed into these low level sidings so it connected with the main railway system that way. Um, what else can we say? Yeah. At the time, if you go back to the time of the Lancashire and Yorkshire railway and the industrial revolution, it was powered by steam. So factories, mills, everything had quite big, fairly low pressure boilers, but nevertheless, steam powered. So people like Spurr Inmans? Down here, who were a boiler manufacturers and there are photographs of their boilers going out on boiler wagons up for transport elsewhere. Eddie Greens made economizers which was really rather like a heat exchanger, radiator, in the chimney flues to extract the last amount of heat from the system before it went up the chimney so the feed water going into the boiler was not stone cold but part warmed so there was less fuel needed to produce the steam so that's where they got the name from, economizers. One of the chaps that did work at Greens was my Sunday School superintendent and I thought it was fascinating because he was a draughtsman. He used to go out on site to measure up and decide what people wanted. Now, Willy was born about 1900 so he was quite old when I knew him. But it used to fascinate me, stories of various places that he'd been to and things he'd come across, which I thought was far more interesting than Elijah being fed by the ravens, or anything like that. But, such is life. Yes. Anything else you need to know?

*I think that's been really, really interesting.*

Seriously?

*No, seriously. Is there anything that you want to say that I haven't asked you about?*

Um, what else could I say of the area? I don't know. I think politicians at present, and they always have done, take credit for any positive developments, but I do think that they have very little influence over what happens. I think a lot depends on, as Harold MacMillan said, events. That's it. Just at this minute, petrol prices have fallen. Absolutely nothing the government's done to cause petrol prices to fall, but they're relishing the positive effects of it. And the railways are similar in that they reflect the state of national economics. If a lot of people are in work, travelling, there's a lot of usage, everything's fine. When, as we do get downturns, we get economic crises, then things go bad. And equally, it reflects, so, how can I put it, all you can say is a lot of businesses hope for the best and do the best they can and the railways are no different in that respect, they have to maximize the opportunities that are there and such. Yes.

*Well, thank you very much.*

Ok.